Dear Sir,

"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001."
Documents Attached:

1. Completed ECA0100 FONAR form (csv or excel format);
2. A copy of the vessel's voyage plan (pdf or similar format);
3. Masters Statement of Fact
4. LSMGO Lab Analysis Report
5. Evidence of LSMGO supply in San Francisco

Capt. Atul Wadhwa
Manager, HSE, MISC Berhad
Tel: +6032275 3184, Email: hsse@miscbhd.com, M: +60166446675

CAPT ATUL WADHWA
Manager, Management System
QA/HSE Dept, FMS
MISC BERHAD

PASSAGE PLAN

Vessel:	Bunga Lotus	Voyage Number:	V047	Date:	23-Feb-17

From: Punta Morales **To:** Stockton **Max. Draft:** 9.40 m

BA CHARTS FOR THE PASSAGE **Corrected to NTM:** Wk 08/17

2947	1021	1022	1023	1024	1026	1027	1028	4802	4807	2530	4914	590	591

LOCAL CHARTS FOR THE PASSAGE **Corrected to NTM:** NM0817

18660	18656	18663											

E-CHARTS AND CELLS FOR THIS PASSAGE **Corrected to NTM:** Wk07/17

Type AVCS/ Raster	Chart/ Cell No.	Title	Ed. Date
		AS PER ATTACHED PDF FORMAT	

Information/Publication	Action/Remarks
Way Point Lists (BPM: 02 & 03)	Passage Plan from berth to berth well prepared.
Sailing Directions	NP8
Routeing Charts	5127(2) & 5127(3)
Ocean Passages for the World	Yes - NP 136 6th Edition 2014
Tide Table & Tidal Stream Atlases	ADTT
List of Lights	ADLL
Radio Signals	ADRS1,3,4,5(Area 2), ADRS2 & ADRS 6
Mariner's Handbook	Yes - NP 100 11th Edition 2016
Latest Weather Report (Fax etc.)	PassageManager (MetManager), Weather Fax, EGC & Navtex
Ocean Routeing	Not Applicable
Latest BA NTM onboard	Week 08/2017
Latest Local NTM Onboard	NM0817 & LNM0717
Navigational Warnings	Navarea:XII Navtex Station : N.A
Temporary & Preliminary Notices	Plotted On Effected Charts

PASSAGE PLAN

MASTER'S SPECIFIC REQUIREMENTS

Bridge Team to be familiar with vessel manoeuvring characteristics (refer to the display on the bridge).
CPA to be maintained as per BPM (MFM/04), Sec 1.1.14 at all times.
Continuous monitoring of the vessel's track to be done by PI and/or maps on the ARPA, in confined waters.
Plot positions as per PPI. Verify GPS positions with observed positions (Visual Brgs, Radar Brgs/Ranges).
If visibility falls below 5 nm raise the Watch Level to the next higher level.

POSITION PLOTTING INTERVAL (PPI)

Chart Scale	Less than 75000	75001 ~ 150000	150001 ~ 300000	300001 ~ 750000	750001 & upwards
Frequency	Not more than 5 minutes	Not more than 10 minutes	Not more than 15 minutes	Not more than 30 minutes	Not more than 60 minutes

The frequency of position fixing should be such that the vessel cannot run into danger during the interval between fixes. (In such cases the PPI as determined above should not be relied upon).

SQUAT CALCULATION FOR VOYAGE

Block Co-efficient (Cb):	0.7803

Water Speed (Kn)	Open Waters	Confined Waters	Water Speed (Kn)	Open Waters	Confined Waters
4.00	0.12 m	0.25 m	10.50	0.86 m	1.72 m
6.50	0.33 m	0.66 m	14.50	1.64 m	3.28 m
7.50	0.44 m	0.88 m	15.00	1.76 m	3.51 m

***Confined waters include Fairway, Narrow Channels or when engaged in mooring or unmooring**

FOLLOWING INFORMATION MARKED ON THE CHARTS (preferably in pencil)

Description	Action/Remarks
True course and distance on planned track	Maintain vessel on the intended track.
Alter course positions, way points numbers, distance to go	To plot position before & after alteration of course
Wheel Over positions as applicable	Various depends on speed and area (Open/congested)
Outlying dangers,environmentally sensitive area and NO GO areas	As Marked on Chart.Navigate With Extreme Caution.
Wreck and hazards within 5 miles	As Marked on Chart.Navigate With Extreme Caution.
Parallel indexing information	As Marked on chart. Counter Check the PI prior Transit.
Clearing ranges and bearings (to determine safe navigation limit)	Counter Check Prior Transit
Reporting positions for Vessel Traffic Information System	As Marked on Chart & Log Down Communication.
Abort Points and Contingency Anchorage(s)	As Marked on Chart & Give notice in advance
Pilot boarding area	Inform C/O and deck hand in time.
Tugs meeting point	Inform C/O,Additional Officer & deck hand in time.
High density traffic areas, if any	Navigate With Caution,Inform Master,Increase Level
EOP/ 1 Hour Notice / SBE	As advice by master in pre-arrival briefing.
Low Sulphur Fuel Oil Change Over Requirements.	12 Hours notice to be given to E/R. Marked on chart
Ballast Water Exchange Requirements.	Planned & discussed. Marked on chart.
Contingency area for tank cleaning operations (Chemical Tankers)	Planned & discussed. Marked on chart. If any.

Prepared by: Navigating Officer	Acknowledged by: Chief Off.	Acknowledged by: 3rd Off	Approved by: Master
Signature:	Signature:	Signature	Signature:

PASSAGE PLAN

Vessel:	Bunga Lotus	Voyage Number:	V047	Date:	23-Feb-17

Departure Port: Punta Morales **Arrival Port: Stockton**

PORT INFORMATION

Pilot Station	VHF Ch.:	16
Port Control	VHF Ch.:	16
VTIS	VHF Ch.:	N/A

Pilot Station	VHF Ch.:	10,13,16
Port Control	VHF Ch.:	07,16,18A
VTIS	VHF Ch.:	12,14,13

Information required for reporting is to be kept inside card case placed near the VHF.

Port Clearance number:				
Other Information				
SMT = UTC - 6Hrs				
Dynamic Draft :	9.40 m	+ 0.562m :	9.96 m	
Freeboard :	12.90 m	- 9.96 m :	2.94 m	
Air draft :	37.45 m	- 9.40 m :	28.05 m	

Port Clearance number:				
Other Information				
SMT = UTC - 8Hrs				
Dynamic Draft :	9.40 m	+ 0.562 m :	9.96 m	
Freeboard :	12.90 m	- 9.96 m :	2.94 m	
Air draft :	37.45 m	- 9.40 :	28.05 m	

TIDAL INFORMATION

Update this information if ETD is changed

Date	High Water		Low Water	
	Time	Height	Time	Height
26-Feb-17	0228	2.50 m	0835	0.00 m
	1454	2.60 m	2055	0.00 m
27-Feb-17	0311	2.70 m	0916	-0.20 m
	1535	2.70 m	2138	-0.20 m
28-Feb-17	0353	2.80 m	0957	-0.30 m
	1616	2.90 m	2222	-0.20 m

Update this information if ETA is changed

Date	High Water		Low Water	
	Time	Height	Time	Height
8-Mar-17	0234	0.90 m	0904	0.20 m
	1515	1.10 m	2156	0.20 m
9-Mar-17	0332	0.90 m	0958	0.20 m
	1612	1.10 m	2248	0.20 m
10-Mar-17	0422	0.90 m	1048	0.10 m
	1703	1.20 m	2336	0.20 m

PASSAGE LEAST DEPTH UNDER KEEL CLEARANCE (UKC) INFORMATION

Update this information if ETD is changed

Date	Low Water		Least Depth (B)	Dynamic Draft* (See Note) (C)	UKC (A+B-C)	Restrictions
	Time	Height (A)				
26-Feb	0835	0.00m	10.50 m	9.96 m	0.54 m	
	2055	0.00m	10.50 m	9.96 m	0.54 m	
27-Feb	0916	-0.20m	10.50 m	9.96 m	0.34 m	
	2138	-0.20m	10.50 m	9.96 m	0.34 m	
28-Feb	0957	-0.30m	10.50 m	9.96 m	0.24 m	
	2222	-0.20m	10.50 m	9.96 m	0.34 m	

Update this information if ETA is changed

Date	Low Water		Least Depth (B)	Dynamic Draft* (See Note) (C)	UKC (A+B-C)	Restrictions
	Time	Height (A)				
8-Mar	0904	0.20m	10.50 m	9.96 m	0.74 m	
	2156	0.20m	10.50 m	9.96 m	0.74 m	
9-Mar	0958	0.20m	10.50 m	9.96 m	0.74 m	
	2248	0.20m	10.50 m	9.96 m	0.74 m	
10-Mar	1048	0.10m	10.50 m	9.96 m	0.64 m	
	2336	0.20m	10.50 m	9.96 m	0.74 m	

NOTE:

Dynamic draft includes squat as per expected transit speed. [Dynamic Draft = Deepest Static Draft + Squat]

Vessel to comply with UKC Policy (Refer to MFM/04 - BPM - Sec. 5)

TIDAL STREAM/CURRENT AT THE BAR/PORT

Update this information if ETD is changed

Date	Time	Direction (360 deg)	Rate/Speed
Refer to ADTT			

Update this information if ETA is changed

Date	Time	Direction (360 deg)	Rate/Speed
Refer to ADTT			

Prepared by: Navigating Officer Signature:	Acknowledged by: Chief Officer Signature:	Approved by: Master Signature:

ECDIS VOYAGE PLANNING

1	ENC charts with Permit for the entire voyage available in the ECDIS catalogue?				
2	ENC charts updated with latest Base and Update CDs?				
3	Is the route prepared using safe settings for draught, Safety Contour and Depth Contours in compliance with the company Under Keel Clearance policy and with due to Squat Effect (Including Trim & Heel)?				
	Entering & leaving ports / transiting river and canals:	**Restricted waters / Open sea waters with low traffic:**			
	Shallow Contour : **11m**	Shallow Contour: 10 mtrs			
	Safety Depth : **12m**	Safety Depth: 20 mtrs			
	Safety Contour : **12m**	Safety Contour: 20 mtrs			
	Deep Contour : **19m**	Deep Contour: 40 mtrs			
	Safety Height :	**30m**			
	XTD alarm :	**1.0nm**			
	Offcourse alarm :	**10 deg.**			
4	Estimated speed for each leg entered into voyage plan?				
5	Confirm WGS-084 has been selected for ECDIS, GPS and used charts.				
6	Calculated ETA in route planning tool using present departure date?				
7	Are USER CHARTS & NOTES created and/or updated for the voyage with containing as a minimum following items?				
8	Pilot Reporting Points?				
	Mandatory Reporting Points?				
	Point Of No Return for Narrow Passages?				
	Contncency Anchorage?				
	No Go Areas (Using Channel Limits & User Danger Areas)?				
	Conspicuous targets for position fixing and Cross Checking reference?				
	Parallel Index?				
	Areas with high speed vessel?				
	Relevant Navtex warning and T&Ps entered using Manual updates and Notes?				
	Echo Sounder programmed in DBS mode? Vessel Draft + UKC?				

9	Chart Alert Setting used for planning the Route:	**Alarm**	**Indicator**	**On**
	User chart Danger			
	Areas to be avoided			
	Traffic Separation Zone			
	Restricted Area			
	Caution Area			
	Offshore Production Area			
	Seaplane Landing Area			
	Submarine Transit Lane			
	Marine Farm			
		YES	**NO**	**NA**
10	Voyage Plan checked together with User Charts & Notes using Voyage Specific Contour?			
11	Voyage plan, Notes and User Charts switched to monitoring mode?			
12	Voyage Log, Danger Targets Log and Distance Log resetted?			
13	Print Passage Plan Report?			
14	Is IHO Data presentation and Performance check carried out? Last done date? **16th September 2016** Note: It should be done at an interval not exceeding **six (6) month**. Also, after every software upgrade and/or change (if any) or rectification/repair (in case malfunction or breakdown).			

The methods to be used for cross-checking are by all other means available -such as visual bearings, radar position by range/distance, parallel Index etc. It is important for the Navigator practice all the traditional navigational skills and not be overly confident in the information from the ECDIS during the voyage GPS signal should be monitored continously.

Minimum Frequency and Method of Position Fixing at Sea on Back Up Navigation System		
Navigational Condition	Frequency	Positioning Method
During manoevering, picking up pilot,under pilotage waters.approaching and departing ports.	Not more than 30 Minutes	Visual or Radar
Within 24 miles off land / dangers	Not more than 2 hours	Visual or Radar
When on open sea / Ocean passage	Not more than 04 hours	Visual or Radar (Second GPS to be considered in absence of Visual or Radar Fix)
Minimum Frequency and Method of Position Fixing (LOP) at Anchor		
At Anchor	Not more than 04 hours	Visual or Radar (Second GPS to be considered in absence of Visual or Radar Fix)

**as per QAHSSE/Notes/MS/109/16*

PASSAGE PLAN

Vessel:	Bunga Lotus	Voyage Number:	V047	Date:	23-Feb-17

From: Punta Morales **To:** Stockton **Max. Draft:** 9.40 m

Berth to DOP: 9.5 NM **Sea Passage:** 3194.0 NM **POB to Berth:** 90.1 NM

BRIDGE TEAM REVIEW

Review done on:

Areas Reviewed	Action/Remarks
Route	Bridge Team briefed by the Master on intended route.
Hazards	Identified: Hazardous and high traffic density areas, predicted current, weather, piracy.
Margins of Safety	As listed in the Waypoint List. Minimum 5' from all hazards. Minimum CPA 1' at open waters.
Contingency Plans	Identified: Abort points, contingency anchorages, drifting areas & Port of Refuge.
Environmental Requirements	Ballast Exchange requirements discussed.
Contents of Passage Plan	All members of Bridge Team aware of requirements of Passage Plan.

Acknowledged by:

Master	Chief Officer	WKO 00-04/12-16	WKO 04-08/16-20	WKO 08-12/20-24

EVALUATION OF THE PASSAGE BY THE BRIDGE TEAM (ON COMPLETION OF VOYAGE)

Evaluation Areas	Watch Keeping Officers Comments/Remarks		
	00-04/12-16	04-08/16-20	08-12/20-24
1 Route (Selection and adequacy)			
- Berth to Pilot Station			
- Pilot to Pilot (Sea Passage)			
- Pilot to Berth			
2 Hazards			
- Traffic (Coastal and Fishing)			
- Visibility			
- Shallow Waters			
- Set and Drift (Wind/Tidal)			
3 Margins of Safety			
- Vessel's safety perimeter			
- Minimum CPA in open waters			
- Minimum CPA in congested waters			
- Watch Keeping Level			
4 Contingency Plans (Adequacy & Effectiveness)			
- Alternate Routes			
- Contingency Anchorage/Berth			
- Critical Equipment Failure			
Name	M. ASYRAF	HAFIZI	MEGHA
Rank	2nd Officer	3rd Officer	3rd Officer
Date			

MASTER'S EVALUATION OF THE PASSAGE

Date:

Prepared by: Navigating Officer Signature:	Acknowledged by: Chief Officer Signature:	Approved by: Master Signature:

WAY POINT LIST (SEA PASSAGE)

Vessel:	Bunga Lotus	Voyage Number:	V047	Date:	23-Feb-17

From: Punta Morales **To:** Stockton **Max. Draft:** 9.40 m

DTG (NM)	WP No (RL/GC)	WP Position (Lat/Long)	True Course	Dist. (NM)	ETA to W.P	Actual W.P Crossing	Position Fixing		P.I		Safety				Master's Instructions and Remarks
							Method	Frequency	Ref Pt	Dist	WL	SM	SPEED	UKC	
3194.0	2 (RL)	09° 57.10' N 084° 52.10' W	135 (T)	10.0	2/26/2017 18:50		Radar and GPS	As per Chart Scale	N/A	N/A	1/2	2.0 nm	12.0 kts	16.4 m	DeparturePunta MOrales PS. RED ZONE - END POINT
3184.0	3 (RL)	09° 50.00' N 084° 45.00' W	180 (T)	5.0	2/26/2017 19:11		GPS and Celestial	As per Chart Scale	N/A	N/A	1	5.0 nm	14.0 kts	20.5 m	Monitor ship's position on charted course. Practise celes. Obs. when applicable.
3179.0	4 (RL)	09° 45.00' N 084° 45.00' W	217 (T)	24.9	2/26/2017 20:58		GPS and Celestial	As per Chart Scale	N/A	N/A	1	5.0 nm	14.0 kts	35.5 m	Monitor ship's position on charted course. Practise celes. Obs. when applicable.
3154.1	5 (RL)	09° 25.00' N 085° 00.00' W	291 (T)	1059.3	3/2/2017 0:37		GPS and Celestial	As per Chart Scale	N/A	N/A	1	5.0 nm	14.0 kts	>100 m	Monitor ship's position on charted course. Practise celes. Obs. when applicable.
2094.8	6 (RL)	15° 48.00' N 101° 46.00' W	306 (T)	1444.9	3/6/2017 7:50		GPS and Celestial	As per Chart Scale	N/A	N/A	1	5.0 nm	14.0 kts	>100 m	Monitor ship's position on charted course. Practise celes. Obs. when applicable.
649.9	7 (RL)	30° 00.00' N 122° 50.00' W	330 (T)	417.0	3/7/2017 13:37		GPS and Celestial	As per Chart Scale	N/A	N/A	1	5.0 nm	14.0 kts	>100 m	Monitor ship's position on charted course. Practise celes. Obs. when applicable.
232.9	8 (RL)	36° 00.00' N 127° 00.00' W	065 (T)	191.2	3/8/2017 3:17		GPS and Celestial	As per Chart Scale	N/A	N/A	1	5.0 nm	14.0 kts	32.5 m	Monitor ship's position on charted course. Practise celes. Obs. when applicable.
41.7	9 (RL)	37° 20.00' N 123° 24.50' W	055 (T)	41.7	3/8/2017 6:45		GPS and Celestial	As per Chart Scale	N/A	N/A	1/2	2.0 nm	12.0 kts	17.4 m	Arrived Stockton PS. RED ZONE - START POINT.
	10	37° 43.90' N 122° 41.60' W													

Total 3194.0

SM: Safety Margin **WL: Watch Level** **UKC: Under keel Clearance**

Prepared by: Navigating Officer

Signature:

Approved by:
Master
Signature:

WAY POINT LIST (PILOTAGE)

Vessel:	Bunga Lotus	Voyage Number:	V047	Date:	23-Feb-17

Port: Stockton (Arrival) **Max. Draft:** 9.40 m

Way Point		Planned Track			Parallel Indexing		Posn. Fix Frequency	Safety				Remarks
No	Location	Course	Dist.	ETA to W.P	Nav. Mark	Dist.		WL	SM	SPEED	UKC	
10	37° 43.90' N 122° 41.60' W											
11	37° 45.80' N 122° 38.00' W	056 (T)	3.4'		N/A	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	19.1 m	RED ZONE Operation. Bridge Critical Operation in Progress. Monitor Pilot order & helms action. Monitor closely vessel position and UKC. Monitor Helmsman Action. Monitor engine movement. Kept vessel in charted course. Compared gyro bearing with terrestial bearing observation when applicable. Proceed at safe speed. Comply with local & international regulations. Vessel will passed under suspended bridge with clearance of atleast 2m. Both anchor to be ready for deployment at any time. Keep vessel within buoyed channel. Monitor vessel position & UKC closely. Use PI & transit bearing during pilotage navigation
12	37° 47.95' N 122° 31.00' W	069 (T)	6.0'		Miles Rock	0.50'	Continuous Monitoring	3/4	0.1 nm	8.0kts	16.1 m	
13	37° 49.00' N 122° 28.70' W	060 (T)	2.1'		Pt. Diablo	0.70'	Continuous Monitoring	3/4	0.1 nm	8.0kts	30.1 m	
14	37° 49.00' N 122° 25.00' W	090 (T)	2.9'		Alcatraz	0.05'	Continuous Monitoring	3/4	0.1 nm	8.0kts	9.1 m	
15	37° 50.00' N 122° 24.00' W	038 (T)	1.3'		Alcatraz	0.45'	Continuous Monitoring	3/4	0.1 nm	8.0kts	10.1 m	
16	37° 51.80' N 122° 24.10' W	358 (T)	1.8'		Pt. Blunt	0.88'	Continuous Monitoring	3/4	0.1 nm	8.0kts	1.7 m	
17	37° 54.70' N 122° 26.85' W	323 (T)	3.6'		Pt. Quarry	0.70'	Continuous Monitoring	3/4	0.1 nm	5.0kts	0.8 m	
18	37° 58.10' N 122° 26.50' W	005 (T)	3.4'		Racon [T]	0.80'	Continuous Monitoring	3/4	0.1 nm	8.0kts	2.0 m	
19	38° 00.70' N 122° 24.53' W	031 (T)	3.0'		Brothers Island	0.49'	Continuous Monitoring	3/4	0.1 nm	8.0kts	3.3 m	
20	38° 03.02' N 122° 19.70' W	059 (T)	4.5'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	7.0kts	1.0 m	
21	38° 03.80' N 122° 15.00' W	078 (T)	3.8'		Oleum Wharf	0.30'	Continuous Monitoring	3/4	0.1 nm	8.0kts	2.0 m	
22	38° 03.35' N 122° 11.10' W	098 (T)	3.1'		Racon [C]	0.10'	Continuous Monitoring	3/4	0.1 nm	8.0kts	5.3 m	
23	38° 01.90' N 122° 09.90' W	147 (T)	1.7'		N/A	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	10.2 m	
24	38° 01.90' N 122° 08.20' W	090 (T)	1.3'		N/A	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	3.8 m	
25	38° 02.86' N 122° 05.97' W	061 (T)	2.0'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	7.0kts	1.0 m	
26	38° 02.90' N 122° 05.20' W	064 (T)	4.0'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	1.7 m	
27	38° 03.60' N 122° 03.80' W	059 (T)	1.3'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	3.3 m	
28	38° 03.30' N 122° 02.80' W	108 (T)	0.8'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	1.0 m	
29	38° 03.70' N 122° 01.50' W	069 (T)	1.1'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	1.3 m	
30	38° 03.60' N 121° 59.20' W	094 (T)	1.8'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	2.4 m	
31	38° 03.30' N 121° 58.60' W	122 (T)	0.6'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	4.2 m	
32	38° 03.40' N 121° 56.70' W	085 (T)	1.5'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	0.9 m	
33	38° 03.40' N 121° 56.70' W	120 (T)	2.5'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	3.7 m	
34	38° 02.70' N 121° 55.00' W	081 (T)	1.5'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	1.8 m	
		Total	**59.0'**									

SM: Safety Margin **WL: Watch Level** **UKC: Under keel Clearance**

Prepared by: Navigating Officer
Signature:

Approved by: Master
Signature:

WAY POINT LIST (PILOTAGE)

Vessel:	Bunga Lotus	Voyage Number:	V047	Date:	23-Feb-17

Port: Stockton (Arrival) **Max. Draft:** 9.40 m

Way Point		Planned Track			Parallel Indexing		Posn. Fix Frequency	Safety				Remarks
No	Location	Course	Dist.	ETA to W.P	Nav. Mark	Dist.		WL	SM	SPEED	UKC	
34	38° 02.70' N 121° 55.00' W											
35	38° 02.90' N 121° 53.20' W	081 (T)	1.5'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	9.1 m	RED ZONE Operation. Bridge Critical Operation in Progress. Monitor Pilot order & helms action. Monitor closely vessel position and UKC. Monitor Helmsman Action. Monitor engine movement. Kept vessel in charted course. Compared gyro bearing with terrestial bearing observation when applicable. Proceed at safe speed. Comply with local & international regulations. Vessel will passed under suspended bridge with clearance of atleast 2m. Both anchor to be ready for deployment at any time. Keep vessel within buoyed channel. Monitor vessel position & UKC closely. Use PI & transit bearing during pilotage navigation
36	38° 02.00' N 121° 52.50' W	150 (T)	1.0'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	6.3 m	
37	38° 02.00' N 121° 51.20' W	092 (T)	1.0'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	1.5 m	
38	38° 01.70' N 121° 50.80' W	132 (T)	0.4'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	3.2 m	
39	38° 01.80' N 121° 49.70' W	085 (T)	0.8'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	2.9 m	
40	38° 01.20' N 121° 48.80' W	123 (T)	0.9'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	1.7 m	
41	38° 01.00' N 121° 47.30' W	104 (T)	1.1'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	1.4 m	
42	38° 01.00' N 121° 46.80' W	089 (T)	0.4'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	2.0 m	
43	38° 02.30' N 121° 43.00' W	067 (T)	3.3'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	3.3 m	
44	38° 03.50' N 121° 40.70' W	055 (T)	2.1'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	7.0kts	1.0 m	
45	38° 03.30' N 121° 38.60' W	097 (T)	1.7'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	2.0 m	
46	38° 03.00' N 121° 38.00' W	129 (T)	0.5'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	4.2 m	
47	38° 03.60' N 121° 37.20' W	045 (T)	0.9'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	8.0kts	1.4 m	
48	38° 03.80' N 121° 35.10' W	083 (T)	1.6'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	7.0kts	1.0 m	
49	38° 04.50' N 121° 34.10' W	051 (T)	0.9'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	7.0kts	1.0 m	
50	38° 03.20' N 121° 32.30' W	130 (T)	1.0'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	7.0kts	1.0 m	
51	38° 03.20' N 121° 31.00' W	091 (T)	1.8'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	7.0kts	1.0 m	
52	38° 02.30' N 121° 28.90' W	119 (T)	3.5'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	7.0kts	1.0 m	
53	37° 59.70' N 121° 26.10' W	139 (T)	0.6'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	7.0kts	1.0 m	
54	37° 59.50' N 121° 25.30' W	111 (T)	0.8'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	7.0kts	1.0 m	
55	37° 59.40' N 121° 24.30' W	097 (T)	0.8'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	7.0kts	1.0 m	
56	37° 59.00' N 121° 23.30' W	116 (T)	2.7'		Transit Bearing Channel	N/A	Continuous Monitoring	3/4	0.1 nm	7.0kts	1.0 m	
57	37° 57.10' N 121° 20.80' W	134 (T)	1.1'		Utilised Transit Bearing	N/A	Continuous Monitoring	3/4	0.1 nm	7.0kts	1.0 m	
58	37° 56.90' N 121° 19.90' W	104 (T)	0.7'		N/A	N/A	Continuous Monitoring	3/4	0.1 nm	6.0kts	1.0 m	
		Total	**90.1'**									

SM: Safety Margin WL: Watch Level UKC: Under keel Clearance

Prepared by: Navigating Officer Signature:	Approved by: Master Signature:

M/T BUNGA LOTUS / IMO 9499486

DATE : 05 MARCH 2017

STATEMENT OF FACTS

02 FEB 2017 – VESSEL WAS FIRST NOTIFIED REGARDING HER VOYAGE TO NORTH AMERICA ECA PORTS WITH FOLLOWING ITINERY:

A. SAN LORENZO(HENECAN),HONDURAS – PUNTA MORALES,COSTA RICA-STOCKTON,CA
B. SEATTLE, WA.

02/21/2017 – VESSEL WAS BUNKERED WITH ECA COMPLIANT FUEL AT SAN LORENZO (HENECAN), HONDURAS, (QUALITY/QUANTITY OF ECA COMPLAINT BUNKERED : LS MGO (RMA), SULPUR CONTENT-0.0006%/ 102.64 MT)

03/04/2017 – WHILE UNDERWAY TO STOCKTON, CA USA, VESSEL RECEIVED THE SHORE ANALYSIS REPORT AS ATTACHED FROM MARITEC LAB FOR ABOVE MENTIONED ECA COMPLIANT BUNKER, SHOWING FAILED SPEC ON FLASHPOINT, THUS NOT MEETING REQUIREMENTS OF THE ISO 8217, CLASSIFICATION SOCIETY, SOLAS Chapter II-2, Part B, Reg. 4, Clause 2.1.1

THIS NEWLY SUPPLIED LOW FLASH POINT (23° C) LSMGO CANNOT BE USED FOR PROPELLING THE ENGINES AS IT WOULD POSE A SAFETY HAZARD DUE TO ITS LOW FLASH POINT PROPERTIES.

CURRENTLY VESSEL DOES NOT HAVE SUFFICIENT QUANTITY OF COMPLIANT LSMGO ONBOARD TO SAFELY MAKE THE PASSAGE FROM ECA CHANGE OVER POINT TO SAN FRANCISCO ANCHORAGE. VESSEL'S ESTIMATED BUNKER ROB AT ECA ENTRY POINT IS AS STTED BELOW.

I. EXISTING COMPLAINT LSMGO ROB - 28 mt (S-0.0006%).
II. HFO ROB- 22 mt (S- 2.86%), – NON COMPLAINT FOR ECA (REQUESTING EXEMPTION TO USE THIS WHILE ENTRY IN ECA)
III. NEW SUPPLY LSMGO ROB- 102.64 mt (S- 0.0006%)—NON COMPLIANT TO SOLAS Chapter II-2, Part B, Reg. 4. Clause 2.1.1

WITH ABOVE QUANTITY OF COMPLAINT LSMGO, VESSEL MAY NOT BE ABLE TO REACH SAN FRANCISCO ANCHORAGE SAFELY. PLANNING FOR ARRIVAL WITH ALMOST NIL ROB POSSESS A POTENTIAL RISK DUE TO POSSIBLE LOSS OF SUCTION IN FUEL SYSTEM, VACUUM IN FUEL LINE MAY RESULT IN VAPOR LOCK, BLACK OUT & LOSS OF PROPULSION AT CRITICAL STAGE OF MANEUVERING.

THEREFORE REQUEST YOU TO GRANT APPROVAL TO USE NON COMPLIANT (ECA) FUEL IN SOME PART OF PASSAGE AFTER ENTRY.

BELOW IS THE PLAN FOR CONSUMPTION OF NON COMPLIANT & COMPLIANT FUEL AFTER ENTRY INTO ECA:

I. FROM 03/06/2017-18:00 LT (ENTERING ECA) TILL 03/09/2017-03:00 LT, USING NON COMPLIANT HFO WITH SULPHUR CONTENT 2.84%
II. FROM 03/09/2017-03:00 LT TILL 03/09/2017-13:00 LT (ARRIVAL SAN FRANCISCO ANCHORAGE), USING COMPLIANT LSMGO WITH SULPHUR CONTENT 0.0006%

MEASURES HAVE BEEN TAKEN FOR THE VESSEL TO RECEIVE ADDITIONAL ECA COMPLIANT BUNKERS IN 1ST ECA PORT (STOCKTON, CA USA AT SAN FRANCISCO ANCHORAGE). OOA 03/09/2017.

I CERTIFY THAT THE STATEMENT AND INFORMATION MADE HEREIN, ARE TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE AND COMPLETE.

CAPT.CRISTIAN MUSCA

MASTER / BUNGA LOTUS

Atul Wadhwa - Capt (MISC)

From: Maritec Admin <admin@maritec.com.sg>
Sent: Saturday, March 04, 2017 4:18 PM
To: Shakil Ahmed (MISC); MISC Fleet Operation Chemical; x.Master Bunga Lotus; Loo Eng Chuan; Bobbyson Neo; Robert Love; Zulfiker Tanmay Tamal (MISC)
Cc: MFTP Reports; Helen Ong
Subject: BUNGA LOTUS - ML1705712 - URGENT! - LSMGO FAILED SPECS ON FLASHPOINT,FLASHPOINT EXCEEDED THE ISO4259 INTERPRETATION LIMIT - NOTE LOW SULPHUR.

Follow Up Flag: FollowUp
Due By: Saturday, March 04, 2017 4:24 PM
Flag Status: Flagged

MARITEC FUEL TESTING REPORT - BUNGA LOTUS

To : AET PRODUCT TANKERS SDN BHD.
Attn To : Technical Dept

Report No : ML1705712
Date Of Report : 04-Mar-2017
Vessel Name : Bunga Lotus
IMO Number : 9499486
Sample Type : LSMGO
Bunker Port : San Lorenzo - Honduras
Truck No : By Truck
Bunker Date : 21-Feb-2017
Sampling Point : Vessel Manifold
Sampling Method : Continuous Drip
Supplier : Uno Honduras
Quantity : 102.64 MT
Bottle type : Maritec HDPE
Seal Data : Maritec A2422978
Seal Condition : Seal Intact
Sent From : San Pedro Sula - Honduras
AWB : DHL 8944726140
Date Sent : 27-Feb-2017
Date Received : 03-Mar-2017

B.D.N Info

B.D.N Number	: 1673	
Density @ 15 Deg C	: 828.0	kg/m3
Viscosity @ 40 Deg C	: 2.60	mm2/s
Flash Point	: 62	Deg C
Sulphur	: 0.0006	%
Water	: -	%

There is long delay between bunker date 21-Feb-2017 till sample was sent on 27-Feb-2017. Please inform Agent to ensure prompt dispatch of sample. Such delays in dispatch can endanger the vessel's machinery, cargo and crew in case the fuel bunkered is seriously off-specification.

PROTEST NOTE ISSUED : No

RESULTS COMPARED TO ISO 8217:2005 DMA TABLE-1 SPECIFICATIONS.

			TEST RESULT	ISO SPECS	
Appearance	-	Visual	C & B	Clear & Bright	
Density @ 15 Deg C	kg/m3	ISO 12185	829.0	890.0	Max
KV40	mm2/s	ISO 3104	2.66	Min 1.50 / Max 6.00	

Flash Point	Deg C	ISO 2719	<40*	60	Min
Pour Point	Deg C	ISO 3016	<-9	-6(Winter) / 0(Summer)	Max
Sulphur (ISO 2005 Specs)	%m/m	ISO 8754	<0.01	1.50	Max
Sulphur (MARPOL Annex VI)	%mass	ISO 8754	<0.01	0.10	Max
Cetane Index	-	ISO 4264	55	40	Min
MCR(10%)	%m/m	ISO 10370	0.09	0.30	Max
Ash	%m/m	ISO 6245	<0.01	0.01	Max

The sample results relate only to the items tested and have been compared according to the specifications listed in ISO 8217:2005 (E) Table-1 Specs under ISO-F DMA

Basis the sample received, FlashPoint marked with * DID NOT MEET THE SPECIFICATION and FlashPoint has exceeded the ISO 4259 interpretation limit of 57 Deg C for a single result.

ADDITIONAL PARAMETERS (NON-ISO)

Net Specific Energy	MJ/kg	43.00

Percentage Distillation		Recovery Temperatures	Recommended Range
10%(v/v) Deg C	ISO 3405	202	171 - 259
50%(v/v) Deg C	ISO 3405	271	212 - 308
90%(v/v) Deg C	ISO 3405	330	251 - 363

Glossary: KV40 = Kinematic Viscosity @ 40 Deg C; C & B = Clear & Bright;
MCR(10%) = Micro Carbon Residue (10% Distillation Bottoms);
Lubricity, corrected wear scar diameter (wsd 1,4) at 60 deg C;

OPERATIONAL ADVICE-
The kinematic viscosity will drop below 2 cSt when the fuel is heated above 57 Deg C. This is the critical temperature for this fuel above which there will be insufficient lubricity and fuel injection equipment damage can occur.

When switching from distillate to HFO operation, the thermal shock from the HFO which is at a much higher temperature can suddenly raise the distillate temperature above the critical heating temperature resulting in the loss of lubricity and fuel injection equipment failure.

FLASH POINT
The Flash Point of this fuel, which has been rechecked, is below the minimum requirements of the ISO 8217 specifications, the Classification Societies, and the Safety Standard SOLAS 1974 Amendment, Consolidated Edition 2009, Chapter II-2, Part B, Reg. 4. Clause 2.1.1. This clause is reproduced below for your convenient reference:-

Quote:
"The following limitations shall apply to the use of oil as fuel, except as otherwise permitted by this paragraph, no oil fuel with a flashpoint of less than 60 deg C shall be used."

However, the provisions for the interpretation of a single laboratory test result is covered under the ISO 4259 Standards. With reference to the SOLAS Flash Point limit of minimum 60 deg C; ISO 4259 allows for a test result of less than 56 deg C before the Flash Point is considered to be off-specifications.

In the meantime vent all the fuel tanks. No Smoking, No naked flame and No hot work must be allowed at any areas near to tank air vents. Send additional tank(s) samples upon arrival in port to check the fuel properties and flash point results especially if there has been co-mingling of fuels in bunker tanks.

SULPHUR
The Sulfur test result indicates the MGO is a Low Sulfur MGO with less than 0.05% sulfur. At this level of sulfur the MGO may have insufficient lubricity which can cause injectors and fuel pump plungers to jam or have shortened life span. Unless this potential risk has already been addressed by the supplier at source by means of suitable additives then it may be in your interest to check if the fuel has sufficient lubricity.

Lubricity is tested using the High Frequency Reciprocating Rig (HFRR) ISO 12156-1 test method. The ISO 8217:2010 and ISO 8217:2012 fuel specification have provided a limit of 520 micron wear scar diameter (wsd)for fuels with a sulphur content below 0.05% (500 ppm)

A lubricity additive is recommended to be used, if the wsd is greater than 520 microns.

The test report shall not be reproduced except in full, without the written approval of the laboratory

Thanks & Best Regards
Ms Gwee Ai Hwa / KS
Maritec Pte Ltd
192, Pandan Loop, #05-27, Singapore 128381
Tel : (65) 6271 8622 Fax : (65) 6271 9236
Website : www.maritec.com.sg

For enquiries, pls kindly send to: admin@maritec.com.sg

If you experience any text misalignment, please format this report to "Courier New Size 10".

A51035 Tue, 7 Mar 2017 15:10
From: Operations Chem (ULTRATANK)
<chemoperations@ultratank.com@SMT>
To : Master of Bunga Lotus Sent 3/7/2017 12:07 AM
Cc : Chemical Ops Sent 3/6/2017 8:38 PM
<ChemOps@aet-tankers.com@SMT>
Cc : Aniszamari Bin Ibrahim Sent 3/6/2017 8:38 PM
<Aniszamari.Ibrahim@aet-tankers.com@SMT>
Cc : sfo-ops Sent 3/6/2017 8:38 PM
<sfo-ops@nortonlilly.com@SMT>
Date: Monday, March 06, 2017 8:38 PM Msg: AMOS-1072779998
Path: \Master of Bunga Lotus\InBox\2. ULTRATANK\Bunkering
Sub : Fwd: BUNGA LOTUS BNKR LS DMA CONFIRMATION @ SAN FRANCISCO
Attach: image0.png

Good day Captain Musca,

Please find below bunker delivery confirmation for San Francisco.

Agents RIC, please arrange a smooth supply on arrival to San Francisco.

TO : KPI - SCOTT

CC : CHEM OPS – JORGE SPRENGER

Subject : BUNKER STEM / EMAIL / SAN FRANCISCO

We are pleased to confirm our bunker nomination as follow :

ACCOUNT FOR /BUYER : ULTRANAV INTERNATIONAL
VESSEL NAME/ VOYAGE: Bunga Lotus
IMO number: 9499486
Call Sign: 9V9390
Gross tonnage: 11925
Type of ship: Chemical/Oil Products Tanker
Year of build: 2012
Flag: Singapore

PORT / LOCATION : SAN FRANCISCO / ANCHORAGE

PRODUCT / SPEC : DIESEL (LS DMA, ISO 8217:2010)

SULPHUR CONTENT 0.10% W MAX – VISCOCITY MIN 2.0 CST

FUELS SHALL BE FREE FROM BIO-DERIVED AND OXIGENATES COMPOUNDS.

QUANTITY RANGE : 65 MT

PHYSICAL : MAXUM

SELLER : MAXUM

DELIVERY RANGE : MARCH 07-08TH, 2017

SHIPPING AGENCY : NORTON LILLY

SPECIAL PROVISION : MSDS MUST BE DELIVERED PRIOR BUNKERING

DRIP SAMPLE VALID AT MANIFOLD (POINT OF TRANSFER)

REMARKS : DELIVERY BY BARGE / QUALITY REPORT SHOW PRIOR DELIVERY

BDR AND INVOICE TO EMAIL
bunker@ultranav.cl<mailto:bunker@ultranav.cl>

"The fuel must not contain any traces of Iranian oil due to the EU and US or any other applicable sanctions against Iran."

APPRECIATE YOU CONFIRM BACK ACKOWLEDGEMENT AND IF ALL IS IN ORDER.

Kind regards,

Regards

Jorge Sprenger

Senior Operator Manager Ultratank

Av. El Bosque Norte N°500, 20th Floor

7550092 Las Condes, Santiago, Chile

D +56-2 26301123 – M +56-9 91612479

E-Mail: Jorge.sprenger@ultratank.com

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an Ultranav Company

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